



4. Circulation

4.1 CIRCULATION CONCEPT

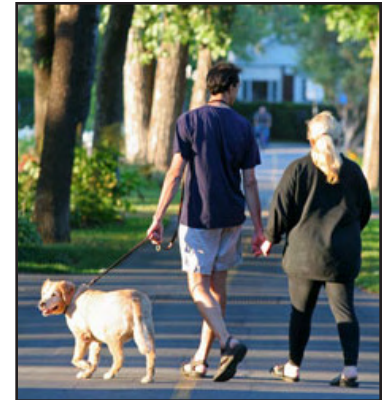
The Riolo Vineyard circulation system is designed to offer the community a variety of transportation options. The Specific Plan accounts for all modes of personal transportation, from vehicular and pedestrian, to bicycle and equestrian.



The project proposes a hierarchy of roadways specifically designed to meet the traffic needs of the community. The Plan Area is bounded on three sides by arterial roadways (Walerga Road, Watt Avenue, and PFE Road). Various improvements to these existing roadways will be made as a part of the Riolo Vineyard project. Within the community, primary and secondary residential streets guide traffic into residential villages and provide important connections to parks and open space.

The Riolo Vineyard Specific Plan focuses on establishing a community that offers viable options for alternative transportation and encourages these nontraditional modes of travel. The project promotes bicycle travel via a combination of Class II bike lanes and separated Class I trails. A series of pedestrian pathways and sidewalks links residents to the assorted uses within the Plan Area. An extensive equestrian trail offers horseback riding through open space punctuated by oak trees and agricultural lands. Each of the various nonvehicular travel options interconnect to form a comprehensive system.

All public roadways within Riolo Vineyard are designed to meet Placer County standards and are offered for dedication to the County. Maintenance of public roadways will be funded through assessments levied by the applicable benefit district. Private alleys within the project will be maintained via a homeowner's association (HOA). Specific alignments will be determined during the Final Mapping stages. Specific obligations for financing and construction of improvements shall be identified in the development agreement(s).



The Vehicular Circulation is shown on Figure 4.1.

4.2 CIRCULATION GOALS AND POLICIES

The following goals and policies establish the framework for the Riolo Vineyard Circulation System:

Circulation Goal #1

Create a safe and efficient circulation network for all modes of travel.

Circulation Goal #2

Create visual interest by using green space as the primary focal point for the various routes and modes of travel.

Circulation Policies

1. Plan for an adequate transportation network to meet increased traffic demands through build-out of the Plan Area.
2. Establish internal circulation connections between the different land uses and residential neighborhoods.
3. Establish a network for alternative modes of transportation

that encourages walking, biking and horseback riding, thereby reducing automobile trips and their associated impacts.

4. Design roadways to take visual advantage of parks, landscaping and open space.
5. Single-load residential streets that are adjacent to parks or open space, where the plan allows.
6. Emphasize the form and function of roadways by utilizing curvilinear streets that regulate speeds, discourage cut through traffic, and interrupt static blocks of housing.

4.3 ROADWAY CLASSIFICATIONS

Arterials

Watt Avenue is a north-south arterial that extends from Baseline Road in Placer County south through Sacramento County. Watt Avenue connects West Placer County with Interstate 80 in Sacramento County, and extends across the American River to provide access to US 50. The Riolo Vineyard project design accommodates the ultimate expansion of the Watt Avenue right-of-way adjacent to the Plan Area to 130 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

Watt Avenue is shown on Figure 4.2, Section A.

Rural Arterials

PFE Road is an east-west rural arterial that extends from Watt Avenue west to the City of Roseville. The Riolo Vineyard project design accommodates the ultimate expansion of the PFE Road right-of-way adjacent to the Plan Area to 64 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations

for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

PFE Road is shown on Figure 4.2, Section B.

Walerga Road is a north-south rural arterial that extends from Baseline Road south to Roseville Road in Sacramento County. It provides access between western Placer County and the Antelope area of Sacramento County. Walerga Road was recently widened to four lanes north of PFE Road and realigned to connect with Fiddymont Road north of Baseline Road. The Riolo Vineyard project design accommodates the ultimate expansion of the Walerga Road right-of-way adjacent to the Plan Area to 106 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

Walerga Road is shown on Figure 4.2, Section C.

Primary Residential Streets

Primary Residential Streets separating open space or agriculture from residential uses have a 45 foot right-of-way width. This section includes parking on the residential side of the street and Class II bike lanes.

This street is shown on Figure 4.2, Section D.

Primary Residential Streets separating parks from residential uses have a 58 foot right-of-way width. This section includes parking on both sides of the street and Class II bike lanes.

This street is shown on Figure 4.2, Section D1.

Primary Residential Streets with residential uses on both sides generally have a 52 foot right-of-way width. This section includes parking on both sides of the street and Class II bike lanes.

This street is shown on Figure 4.2, Section E.

Primary Residential Streets with open space on both sides, or separating open space from residential, generally have a 40 foot right-of-way width. This section prohibits parking but includes Class II bike lanes.

This street is shown on Figure 4.2, Section F.

Primary Residential Streets with landscape corridors on both sides generally have a 40 foot right-of-way width. This section prohibits parking on both sides of the street.

This street is shown on Figure 4.2, Section G.

Secondary Residential Streets

Secondary Residential Streets within the Plan Area also vary depending upon adjacent land uses. Secondary Residential Streets with residential or landscape corridors on both sides generally have a 40 foot right-of-way width. This section allows parking on both sides of the street.

This street is shown on Figure 4.2, Section H.

Secondary Residential Streets separating parks from residential generally have a 40 foot right-of-way. This section allows parking on both sides of the street.

This street is shown on Figure 4.2, Section I.

Entry Streets



Riolo Vineyard has four major entries and several minor ones. Watt Avenue and Walerga Road each provide a major entry point, and two more enter the community from PFE Road. A minor entry from PFE into the Frisvold property is anticipated to be full access. Entryways are custom designed and right-of-way widths vary in order to accommodate landscaped medians and other decorative features. This section prohibits parking on both sides of the street.

This street is shown on Figure 4.2, Section J.

Private Residential Alleys

Alleys provide access to residential garages located at the rear of a lot. Alleys are private and have a 24 foot right-of-way with five foot wide multi-purpose easements on both sides. This section prohibits parking on both sides of the street. Private alleys will be maintained by the Home Owners Association or other special maintenance mechanism.

This street is shown on Figure 4.2, Section K.